

Transactions

JUNE 2003

TRANSPORTATION NEWS
FOR THE NINE-COUNTY
SAN FRANCISCO BAY AREA



Regional Accord Paves Way For BART Airport Extension

As anyone who has ever flown into or out of San Francisco International Airport (SFO) knows, the airport actually sits not in San Francisco, but deep in adjacent San Mateo County. In the late 1980s, MTC paved the way for the BART airport extension by facilitating negotiations among several transit agencies, local governments, and state and federal legislators to enable BART to serve SFO.

In addition to the new SFO line, the funding package hammered out by MTC ultimately yielded two completed BART extensions in the East Bay — to Dublin/Pleasanton and Pittsburg/Bay Point.

MTC sweetened the deal by pledging to make the BART SFO extension the region's first priority for highly competitive federal New Starts funding. Over the course of more than a decade, MTC worked side-by-side with BART to shepherd the SFO extension through the Byzantine federal grant process, helping to secure a much-coveted full-funding grant agreement from the Federal Transit Administration to provide BART with \$750 million in construction funds over several years.

When the project encountered cost overruns, MTC loaned BART \$60 million — in part by floating bonds backed by bridge toll moneys — so that scheduled construction could proceed.

Although the SFO extension is up and running, MTC continues to work with BART and the Bay Area's congressional delegation to deliver the last \$280 million in federal funding for the project.

"The new BART airport extension is more than a means of travel — it also is a lasting legacy to the stunning successes that a united region can achieve," said MTC Executive Director Steve Heminger.

— Deanna Yick



BART's new SFO station is located within the International Terminal.



BART's four new stations (clockwise from upper left): Millbrae, SFO, San Bruno and South San Francisco

BART Goes International With Extension to SFO

NEW BART-CALTRAIN LINK AT MILLBRAE CREATES INTEGRATED RAIL NETWORK

If Bay Area winds seem to be blowing a little more strongly than usual, it could be the result of Bay Area commuters, travelers and policymakers exhaling en masse after holding their collective breath for more than a decade. After years of sometimes contentious planning, funding battles, environmental difficulties and construction challenges, the \$1.5 billion BART extension to San Francisco International Airport (SFO) is finally complete and open for service.



The 8.7-mile addition to the existing 95 miles of BART tracks includes new stations in South San Francisco, San Bruno and Millbrae as well as at SFO, which currently hosts 31 million passengers per year. With the new extension, San Francisco joins the list of world-class cities that have direct rail access to their airports.

"The new line is not only a connection to the rest of the Bay Area, but a connection to the rest of the world," said James Fang, vice president of the BART Board of Directors, in a recent briefing. "We have created a gateway to the Pacific Rim."

The SFO station is located within walking distance of both the international ticket desks and United Airlines' domestic ticket counters. Travelers bound for other terminals can take a short escalator ride up one level to access AirTrain, the airport's free, automated people mover that circulates internally among the various terminals, parking lots and rental car concessions.

At the terminus in Millbrae, a joint platform directly links the Caltrain and BART systems, creating an integrated, nearly 200-mile rail network enabling a journey from Pittsburg in the East Bay to Gilroy in the South Bay with only a single transfer.

"This intermodal connection vastly multiplies the benefits of the extension for the residents of the Bay Area as well as for the visitors

who will flock to the new line from around the world," said MTC Executive Director Steve Heminger.

Paul Oversier, assistant general manager of operations for BART, predicts that the Millbrae station "will be the busiest one on the extension — even busier than the highly anticipated marquee station at SFO."

A Y-shaped connector provides travelers and airport employees alike two pathways to SFO, depending on which direction people are going. Northbound Caltrain riders who disembark at Millbrae can hop onto a special BART shuttle train that runs to and from SFO. For travelers headed southward, the Dublin/Pleasanton train provides direct service to the SFO BART station; passengers on the Fremont, Richmond and Pittsburg/Bay Point routes must either transfer to the Dublin/Pleasanton line prior to reaching the airport or continue south to exit at Millbrae and catch a short ride on the special Millbrae-SFO BART shuttle.

To encourage travelers to arrange a ride or take adjoining public transit routes to their local BART station, only three BART stations — all of them in the East Bay — will offer long-term parking.

Each of the new stations is architecturally unique. The scale of the

Millbrae station and pavilion-style architecture emphasize the site's importance as a gateway. The interior of the San Bruno station is reminiscent of classic train stations of yore, while the vaulted roof of the South San Francisco station echoes San Bruno Mountain and the surrounding foothills.

Artistic touches also abound. The underground walls of the South San Francisco station display 16 glass murals depicting historic images of the city that appear to morph as observers pass. At the SFO station, a kinetic sculpture emphasizes the shared space between BART and AirTrain: The circular wall encasing the escalator and bridging the two systems is sheathed with thin steel disks that move and shimmer when arriving and departing trains create wind.

Even if you are not planning a trip anytime soon, these new BART stations — in all their pristine glory — are destinations in themselves. This is especially true at SFO.

"The double deck structure is 44 feet up at the BART platform level and 68 feet up at the AirTrain level," said Molly McArthur, BART's manager of community relations for West Bay extensions. "It's just a grand view of the jumbo jets."

— Deanna Yick

MAP: REINECKANDREINECK.COM

Calendar

WEDNESDAY
JULY 9, 2003

9:30 am
MetroCenter, Dahms Auditorium
Administration Committee*

10 am
MetroCenter, Dahms Auditorium
Bay Area Toll Authority
Oversight Committee*

10:30 am
MetroCenter, Dahms Auditorium
Programming and Allocations Committee*

12:30 pm
MetroCenter, Room 171
MTC Advisory Council

FRIDAY
JULY 11, 2003

9:30 am
MetroCenter, Dahms Auditorium
Planning and Operations Committee*

10 am
MetroCenter, Dahms Auditorium
Legislation Committee*

TUESDAY
JULY 15, 2003

3:30 pm
MetroCenter, 3rd Floor Conference Room
Minority Citizens Advisory Committee

FRIDAY
JULY 18, 2003

10 am
MetroCenter, Room 171
MTC/Association of Bay Area Governments
Task Force

MONDAY
JULY 21, 2003

1:30 pm
MetroCenter, Dahms Auditorium
Partnership Technical Advisory Committee

WEDNESDAY
JULY 23, 2003

10 am
MetroCenter, Dahms Auditorium
Bay Area Toll Authority*

10:05 am
MetroCenter, Dahms Auditorium
Service Authority for Freeways
and Expressways*

10:10 am
MetroCenter, Dahms Auditorium
Metropolitan Transportation Commission*

* Webcast on www.mtc.ca.gov

Note: Dates, times and locations of MTC meetings may change. Please confirm by calling 510.464.7787. Agendas, updated meeting schedules and packets for MTC standing committees are posted on MTC's Web site: www.mtc.ca.gov.

Feds Review Regional Planning Process

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are conducting a triennial review of the Bay Area transportation planning process carried out by MTC and its partners. To provide the public with an opportunity to comment, the two federal agencies are sponsoring a public meeting at MTC's offices:

Tuesday, July 8, 2003
5 pm to 8 pm
MetroCenter, Dahms Auditorium

Written comments can be sent via e-mail to mtc.review@fhwa.dot.gov or by regular mail to:

Mayela Sosa
Federal Highway Administration
980 9th Street, Suite 400
Sacramento, CA 95814

Donna Turchie
Federal Transit Administration
210 Mission Street, Suite 2210
San Francisco, CA 94105

Public comments will be accepted through Friday, August 8, 2003. For more information, or to request special assistance such as a sign language interpreter at the meeting, call Ted Matley, FTA, 415.744.2590.

Power Players
Visit Bay Area

The move to write a new federal transportation bill is picking up steam, with MTC playing host to a delegation from Congress in late May. Rep. Jim Oberstar (D-Minn.), the senior-most Democrat on the House Transportation Committee, and Rep. Tom Petri (R-Wis.), chair of the House Highways, Transit and Pipelines Subcommittee,



Rep. Jim Oberstar



Rep. Tom Petri



Rep. Ellen Tauscher



Rep. Mike Honda



Rep. Barbara Lee

traveled to the Bay Area at the request of Rep. Ellen Tauscher (D-Walnut Creek). Also on hand were two other local members of Congress, Rep. Mike Honda (D-Sil-

icon Valley) and Rep. Barbara Lee (D-Oakland). After getting a firsthand look at the region's traffic problems, the delegation paused for a press conference to drum up

support for a new bill authorizing increased federal transportation investments over the next six years. The bill is the successor to the Transportation Equity Act for

the 21st Century, or TEA 21, which is set to expire this fall and which is notable for its emphasis on flexible federal funding that can be channeled by regional entities like MTC to worthy local projects. The event was staged at the Oakland International Gateway project, an intermodal freight hub at the Port of Oakland that exemplifies the benefits of flexible federal funding.

— Brenda Kahn

PHOTOS BY BILL HALL, CALTRANS

Facts & Figures BART Extension to SFO Up Close

70,000	Trips — projected average daily ridership on the new extension by 2010	\$1.5	Total cost of the BART extension project, in billions
10,000	Estimated number of auto trips to SFO eliminated per day by 2010	\$4.70	Fare from SFO to any of the four downtown San Francisco BART stations
8.7	Miles of new rail track on the BART extension	\$1.50	Fare from the Millbrae station to SFO aboard the shuttle train
180.7	Miles of BART (103.7) and Caltrain (77) rail connected at the Millbrae station	\$7	Daily cost to park in three long-term East Bay BART lots (Bay Fair, El Cerrito del Norte and Walnut Creek)
15	Minutes — frequency of weekday trains to SFO on the Dublin/Pleasanton-SFO line	\$2	Daily cost to park in all Peninsula BART lots (except Daly City, which is free on weekends)
15	Minutes — frequency of weekday trains to Millbrae on the Pittsburg/Bay Point line	\$100	Fine for violating the 24-hour parking limit at new BART lots
20	Minutes — frequency of Millbrae-to-SFO shuttle trains	5,371	Parking spaces available at the new South San Francisco, San Bruno and Millbrae BART stations
30	Minutes — length of BART trip from downtown San Francisco (Powell Street) to the airport	20	Hours of BART operation on weekdays (4 a.m. to 12 midnight)
5	Minutes — length of BART trip from Millbrae to SFO	50,000	Tons of reinforced steel used to construct the new subway and station boxes
21	SamTrans bus routes adjusted to synchronize with BART's new Peninsula service	1.9	Million cubic yards of soil excavated for the new stations



JOHN BENSON

In Brief

Transportation 2030: Get Involved Via Online Poll

Did you miss MTC's Summit to kick off the Transportation 2030 planning process? You still can experience the Summit virtually via a new Web site. In addition to providing Webcasts of the conference panels, background materials and a handy guide to transportation gobbledygook, the site invites you to vote electronically (via the "Get Involved" button) on a range of hot transpor-



tation issues. Your input will help guide the draft *Transportation 2030 Plan*. You also can register to receive e-mail alerts for future outreach meetings.

See www.mtc.ca.gov/T2030.

2002 Annual Report Demystifies MTC



"We are three agencies in one, with a shared mission: to keep the Bay Area moving." So begins the recently issued

2002 Annual Report for MTC and its two offshoots, the Bay Area Toll Authority (BATA) and the Service Authority for Freeways and Expressways (SAFE). The handsome

and hefty report (90 pages, including complete financial reports for MTC, BATA and SAFE) sorts the agency's myriad activities into easy-to-understand groupings: taming traffic, promoting travel options, expanding and upgrading infrastructure, revitalizing communities, and delivering dollars.

The report can be accessed via MTC's home page, www.mtc.ca.gov, or ordered from the MTC Library — e-mail: library@mtc.ca.gov, fax: 510.464.7852, tel.: 510.464.7836.

511 Service Scores State Award

At this year's 14th annual "Tranny" awards ceremony in May, the California Transportation Foundation (CTF) awarded the "Transportation Management Tranny" to MTC for its 511 travel guide system that provides phone and Web access to real-time data on road conditions and traffic incidents as well as to information on transit routes and

schedules and bicycling resources. Activated in December 2002, the system now receives a monthly average of more than 90,000 calls. The CTF commended MTC for its groundbreaking achievement in effectively activating the first 511 program in California.



Commission Actions

MAY 2003

- Approved BART's application for \$98 million in 2002–03 federal New Starts money for the extension to San Francisco International Airport (see related stories on front page). The request now goes to the Federal Transit Administration, which has committed to a full-funding grant agreement that ultimately will deliver \$750 million to the project. (MTC Resolution 2451, revised)
- Voted to support with amendments Assembly Bill 594 (Leno), which would exempt bikeway projects from the California Environmental Quality Act under certain conditions, and Senate Bill 760 (Scott), which would permanently exempt from sales tax lease/leaseback transactions involving public transit equipment. The Commission also acted to oppose unless amended Assembly Bill 626 (Liu), which would prohibit state agencies from owning or leasing 15-passenger vans. Such vans are a cornerstone of the paratransit industry, and are widely used by community colleges and universities. MTC's proposed amendment calls for prohibiting only those vehicles that fail to meet safety tests.
- Made a series of 12 appointments to the MTC Advisory Council, extended the terms of seven current members for a year and broadened the membership to include a news media category. In addition to the media, the group represents a broad cross section of interests, including business, labor, academia, the architecture and engineering professions, communities, transportation users, the environment, and safety. (MTC Resolution 3516, revised)

METROPOLITAN TRANSPORTATION COMMISSION WWW.MTC.CA.GOV

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Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, California 94607

510.464.7700 TEL.
510.464.7769 TDD/TTY
510.464.7848 FAX
info@mtc.ca.gov E-MAIL
www.mtc.ca.gov WEB

Steve Heminger
Executive Director

Ann Flemer
Deputy Director, Operations

Therese W. McMillan
Deputy Director, Policy

Randy Rentschler
Manager, Legislation and Public Affairs

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Editor

Catalina Alvarado, Joe Curley, Réka Goode,
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Editorial Staff

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